THE BIRMINGHAM BOOM.

How Fortunes are Made in Booms, and How Booms Often Originate.

In 1871 there was an old worn out field in the central part of Alabama. It had been both corn field and cotton field alternately, and was not much good for either. The ground was broken into ridges and was difficult to cultivate. In digging and plowing up the ground a vein of very hard, dark metallic substance had been noticed. Somebody said it was iron ore, but no particular attention had been paid to it. A few more years passed over the shabby, neglected field. In 1877 Col. Sloss saw a man digging a hole in the mountain side near the old field. The digger threw out lumps of coal with the clay. An idea struck Col. Sloss. May be there was a coal mine worth something here. In 1879 Henry de Bardlaben visited the neighborhood of the old cotton field. The existence of both coal and iron were known now. Providence had put the two together on purpose for the convenience of man. Sloss just escaped being "dead broke" and Bardlaben was a clerk on very small wages. But the two joined hands and bought on credit large tracts of the new mineral lands.

To-day the city of Birmingham, Ala., stands upon the old cotton farm. Birmingham has 47,000 inhabitants, all since 1879. All about the city are rich mines. They produce every day nearly 12,000 tons of coal, 5,500 tons of iron ore and 2,000 tons of limestone. There are 1,500 coking ovens, smouldering night and day. Every day 2,300 tons of pig iron and 200 tons of finished iron are turned out of the great furnaces and rolling mills that fill the landscape with smoke by day and with a red glow by night.

Henry Bardlaben is to-day worth $5,000,000, amassed in less than nine years. Col. Sloss is worth $3,000,000. One lot in the old cotton field has been sold for $110,000, another for $17,000. Eight hundred dollars a foot is no very uncommon price. One man went to Birmingham with nothing six years ago, and now has $1,500,000. A drummer from Cincinnati visited the charming spot in 1880 and became a bookkeeper. He is now worth $300,000. A crippled Confederate soldier started a barroom in Birmingham in 1881. His figures now round up $400,000.

A druggist from Greenville went to Birmingham thirteen years ago and became president of a land company. He now owns property worth $1,200,000. A Mr. Pinkard, who is only 32 years old, made half a million dollars in three years. Nearly all these men are southerners. There are many others who have done quite as well, ex-Congressman Cummings, who tells the story in the New York Sun, says. Birmingham has almost paralleled the early days of California in growth and wealth. Iron is as great a magician as gold. The list of wage earners here is 9,000, and a million and a half of silver dollars are paid to them every month. There is now strong talk of a great trust to unite and control all the iron industries at Birmingham. It will then become the center of the most powerful iron combine in the world.

So, amid orchards and gardens and lakes, with her great trip hammers literally keeping time to the music of mocking birds, Birmingham grows mighty and rich.

NEW WAY TO MAKE SUGAR.

A Scheme Which May Revolutionize the Business all Over the World.

The first lignite sugar refinery in this country is about to be put into operation, and if it carries out the expectations of its projectors it may revolutionize the sugar industries of the world. The Keystone Sugar Refining Company of this city has established a plant at Riverside, on the Philadelphia, Wilmington and Baltimore Railroad, just this side of Wilmington, and in a few days the machinery will be put in motion. The scheme is to utilize the waste from the molasses-houses, known as "black strap," and turn out an excellent grade of sugar.

The process is the invention of a man named Kleeman, a German, who has superintended the erection of the machinery at the Riverside refinery. He has one or two large refineries in Germany, which at present are the only ones in the world. The "black-strap" is thrown into a reservoir and thinned with water, and then large quantities of pulverized lignite are thrown in and mixed with the refuse molasses. The process of purifying then takes place, and after passing through a sort of press the lignite and sugar are separated, the lignite being turned out in blocks, which can be used as fuel. By this means there is absolutely no waste.

The lignite is a sort of coal, and the company at present is receiving a supply from Germany, although it is found in large quantities in this country. In Vermont and Alabama there are great fields of it, and deposits of it are found in some parts of New Jersey, but there it is of an inferior quality.

The "black strap" is to be secured from molasses houses in this city. It has always been a problem puzzling the refiners to find some way of using this waste, but it never was solved until Mr. Kleeman invented his process. The "black strap" formerly was shipped to Europe, where it was used for coloring cordials, making rum and for other purposes, but the product has always been in excess of the demand.—[Philadelphia Record.

OCEAN STEAMSHIPS.

Owned by Americans and Sailing Under the British Flag.

The New York Commercial Advertiser says:—On her way to Liverpool is the Inman and International steamship City of New York. In mid-ocean should no accident happen to either, she will pass her fleeter sister ship, the City of Paris. Nearly 3,000 persons, counting steerage passengers, crews and those in the cabins, are on the two vessels bound to and from America. Both vessels probably cross the ocean inside of seven days and should they meet in mid-ocean on Sunday, by Monday at the same hour nearly or quite 1,000 miles of sea would separate them.

While the wonderful achievements of these steamships are watched with the keenest interest by the civilized world, comparatively few persons know that it is American capital that built these ocean greyhounds and American capital that is keeping them up to their work.

The name of C. A. Griscom, a Philadelphia millionaire, whose business is banking and the management and equipment of steamships and railroads, appears in certain papers issued by the Inman and International Steamship Company as president. The number of shares of the company's stock held by Mr. Griscom are recorded in the secretary's books in Liverpool. It is said that he has about $150,000 invested in each of the two big steamships. This is a small part of the whole capital of the line, but the controlling interest in the line is held by Americans. The largest stockholders are members of the Standard Oil Company. Mr. Rockfeller is credited by steamship people with no less than $2,000,000 worth of the stock. Mr. Flagler also of the Standard Oil Company, is said to own the snug sum of $1,200,000 of the same stock, while many Philadelphians and several more New Yorkers are interested to a greater or less extent.

While the stock is owned and controlled in America and by Americans, the vessels of the Inman and International Line can sail only under the British flag. It is said that it was the desire of the Standard Oil people to have the new steamers built in America and sailed under the United States flag, but that the enormous expense that would be involved and the arguments used by practical steamship men dissuaded them.

The Inman and International and the Red Star Lines are the only large transatlantic lines of steamships owned mainly by capitalists in the United States. The Cunard Line is said to be owned exclusively by Englishmen, as are also the White Star and Anchor Lines, the last named being owned by capitalists in Glasgow, Liverpool and London.

A steamship man who is posted about the affairs of steamship companies said of the reorganizing of the old Inman Line into the present Inman and International:

"Several years ago the old line became involved in various ways and could not compete with the Cunard and White Star Lines without additional capital. Offers were made to sell the entire stock to an American syndicate, and the stock went begging for a purchaser. It is even said that the steamships City of Berlin and City of Chicago were offered for sale at a figure far below the original cost and below their real value. Then it was rumored that the vessels of the line had been bought to run between Liverpool and Staten Island, where they would connect directly with branches of railroads which were to be extended from Jersey City, and thus enable passengers and freight to go from Liverpool to San Francisco with a change from the steamship to the cars, a few feet away. Erastus Wiman's name was connected with the scheme, although even then it was said that the Standard Oil Co., was behind the scheme. It is now thought that the stock taken up by the Standard Oil people was bargained for by Mr. Griscom, who, in fact, secured the bulk which is held by Americans. In addition to being the president of the company, Mr. Griscom is the head of the Philadelphia office of Peter Wright & Sons."

While much is expected of these two great steamships in the future, it is a common report that a dividend for the next two years is not even talked of by the stockholders, although the line is doing a very large business at present.

WEEM'S MARVELOUS MOTOR.

The Latest Wonderful Development in the Use of Electricity.

For some months paragraphs have appeared now and then in the newspapers concerning a new railway system by which mails and light freight may be transported with a speed much greater than any yet attained by steam-cars, and it was announced the other day that arrangements were being made to put the system into operation. The inventor is Mr. David G. Weems, of Baltimore, and the motive power is electricity. About 150 patents have been given out in the United States and in the other principal countries of the world, covering the vital points of the system, and among them is one for a principle intended to make it impossible for trains to jump the track, however great the speed may be.

The road, as a rule, will be built on the surface of the ground, and will have a guage of twenty-four inches, but in the populous districts it will be elevated if thought desirable. The cost of construction will be about $500 a mile. All trains will be operated from generating stations, about 100 miles apart, and there are means by which operators are posted concerning the exact position of each train from the time it leaves one station until it reached another. A feature of the system is that no attendants are needed upon the trains.

For the last year repeated experiments of the system have been made at Laurel, Md. The experimental road is a circuit of two miles, with twenty-nine changes of grade, some of which are very heavy. From the tests made it is thought that the trains can be run on a level track at the rate of three miles a minute, or 180 miles an hour.

If the Weems system can be put into successful operation it will bring about a revolution in railroad matters. People who have witnessed the trials at Laurel are confident that it will be a success.

PROF. E. P. CHURCH IN MICHIGAN.

A few days since, we received a letter from Prof. Church, formerly President of the Oahu College, in which he states that after a service of thirteen years as Superintendent of Schools in Greenville, Mich., he has resigned the position to accept a similar service in a larger city in the same state, called Codilloe, which is the center of a populous region as well as of several railroads.

Mr. Church spent several years at Punahou as president of the college, and left a favorable impression when he retired in 1876. He refers to his work here in the following lines: "The memory of those years are very vivid and very pleasant to Mrs. Church and myself. We are glad that it was our good privilege to at least try to do something at Punahou, and we notice with much satisfaction that so many of our former pupils there are now occupying important and responsible positions with credit to themselves and advantage to others."

Accompanying Mr. Church's letter was a paper containing a full report of a reception to Mr. and Mrs. Church on their leaving Greenville, which seems to have been a very large gathering of the leading residents of the city. Several addresses are reported in full, which indicate that Mr. and Mrs. Church were highly esteemed by the people of that place. Senator Ellsworth presided on the occasion, and from his address we copy two paragraphs,—which possess interest in this connection:

"I have ever believed it proper to speak good of the good and praise those who are deserving of praise, and to do these things while our friends are with us in the flesh, while they can see the love-light in our eyes and feel the clasp of hands that would love to ever hold them near, and not wait until life is gone to plant daises on their graves. It seems to me quite the handsome thing to do to meet our loved friends at such a time as this, and meet them as we do now by the hundred, and bid them God-speed in the new life to which they are going.

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"Prof. Church, we are greatly indebted to you for the thirteen years you have labored with us fitting up our children for thirteen years during the formation period of their characters. You have done your work well. You have elevated the whole community by the manner you have conducted our schools, and our people will bless you for it. When the British war fleet was about to engage in that memorable naval battle of Trafalgar against the combined fleets of France and Spain, Admiral Nelson said to his sailors: 'England expects every man to do his duty.' And how grandly they did it. You have directed your teachers in the same way. You have given them to understand that you expected all to do their duty; and they have, I think."

At the close of the literary exercises, Prof. Church was surprised with the presentation of a costly gold watch, by one of the gentlemen present, on behalf of his friends, as a slight token of their esteem for him.

We may add that Prof. Church has been a subscriber to the HAWAIIAN GAZETTE, from the date of its first issue twenty-four years ago, and we hope he will continue such for twenty-four years to come.

THE IRREPRESSIBLE COOLIE.

The Japan Mail of Aug. 24th says: There is much to be said in support of the attitude adopted by the United States of America and Australasia in respect of the question of Chinese immigration. Here, for example, is a powerful argument furnished by British experience in the native states of the Malay Peninsula: "The last police report from the protected State of Perak, in the Malay Peninsula, referring to Chinese secret societies, says that in 1888, as in the previous year they caused 'endless trouble and anxiety,' although in 1887 four members of the Ghee Hin Association were sentenced to twenty years' rigorous imprisonment for conducting an agency for their society in different parts of the state. The report continues, that a greater curse to the peace and prosperity of the state could not exist than the presence of these societies, the very rules of which foster criminals, and whose agents are ever ready to come forward to bail the basest of them. Their organization is so perfect, their power of striking a blow against the government so easy and swift, that in a new country, where the security of life and property is all important, their presence cannot be otherwise than a bane.' Half the Chinese in Perak are members of secret societies, tickets being found upon them whenever the police had occasion to search them."

There is evidence that the Chinese coolies wherever they are, betray the same reprehensible characteristics which have made their presence here offensive and undesirable. Wherever they have secured a foothold in countries nearer their own than we are, they have at last been recognized as stubborn in race characteristics and incapable of assimilating their habits and their ideas of subjection to the law to any strange standard. This is their history even when in association with other Asiatic races of the same general family, and the difference, of course, increases with ethnological diversity. The Coreans, Japanese, Burmese and Malays fear or despise the Chinese coolie, and if these cannot abide together why should it be expected that other nations should tolerate them?

EIFFEL TO BE OUTDONE.

New York to Have a Tower 1,500 Feet in Height.

NEW YORK, July 30.—The Board of Trade and Chamber of Commerce endorsed the proposed World's Fair here in 1892, and adopted resolutions providing for the appointment of committees to co-operate with other bodies in promoting the enterprise.

Charles Hinkle, a Washington architect, has prepared a plan for the exposition tower, 1,500 feet high, or 500 feet higher than the Eiffel tower. The dome on the cupola at the lowest part will be 260 feet high and 280 feet in diameter. Around the foot of the tower forty-eight iron buildings will be erected for the exhibition and other purposes.